PUBLIC MEETING #3

Draft Conceptual Design

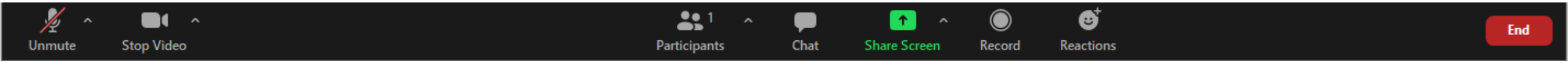
HERMOSA BEACH CCARM

Climate Change Adaptation and Resiliency
Measures to Address Coastal Flooding

January 12, 2022

5-7pm

ZOOM TOOLS



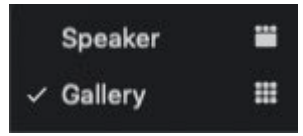
Audio
Please mute when not speaking

Video
Can be switched on & off

Participants
- See others
- Rename yourself
  Name & Agency Affiliation [if applicable]

Chat
Questions can be entered here at any time

Raise Hand
(Remember to *Lower Hand* afterwards)



View
View of screen layout can be adjusted here

AGENDA

Welcoming Remarks – Doug Krauss

Project Overview and Latest Developments

Options & Features: Sites 1, 2 & 3

Community Discussion: Additional

Considerations

Summary and Next Steps

Desired Outcomes

- Concerned about emergency access for all projects
- Interested in the living shoreline plans
- Maintain a clean beach and improve operations within the project
- Excited to see the plans for the living shoreline concept
- Help identify and address any traffic or transportation concerns
- Ensure there is public access along the coastal zones
- Complete streets and connection of the strand walkway between Hermosa and Manhattan Beach
- Provide assistance for the environmental adaptation efforts
- Want to see project components address water quality issues (i.e., trash collection and runoff capture)
- Engage as many people as possible during the outreach phase of the project
- Integrate the City's Storm Drain Master Plan into the project
- Community Engagement Best Practices for the Living Shoreline aspect - identified by the City of LA
- Visual and conceptual graphics help to convey the message and communicate with the public
- What information does the City need to make mobility improvements or living shoreline changes along Hermosa
- Improvements to infrastructure to protect from rising water levels
- Improvements to bike infrastructure, access and circulation
- Better circulation for all types of mobility
- Balance different mobility usages and access
- Respect neighbors in the area
- Very interested in the living shoreline concept as a way to combat SLR
- Access to the beach is critical for a number of agencies and reasons
- Appreciate the multi-disciplinary approach for the project - especially on the environmental side
- Want to see an improvement on mobility and access for each site
- Opportunity to think about the long term maintenance of the project
- Leverage Urban Tides program when conducting outreach
- Visuals are important to communicate with the community - beach walks, imagery of king tides, etc.

Project Q&A

- Why are these three sites the main areas of concern?
  - Capitol Improvement Projects identified by the City for areas in need - mobility and climate adaptation concerns
- Will there be more public facing meetings moving forward?
  - Yes, there will be broader public workshops that will cover the same topics
- How law enforcement ties into the project sites and how beach access will impact law enforcement duties?
  - Patrols access all areas of the beach when checking fishermen
  - As long as enforcement is able to walk along the beach they should be good
- Best way to get the word out?
  - Leverage different stakeholders networks
- Who is going to maintain, monitor, etc., aspects of the project?
- No matter what is done, there will always be some segments of the population who disagree

Site One - Hermosa Ave between Herondo St and 4th St

SITE 3 – FEEDBACK (1 of 2)

HERMOSA AVE and THE STRAND / 35TH STREET

Follow Caltrans design standards for bicycle transportation (ie. curvature, slope, etc.) - turns may be too sharp on the proposed design.

Of greater concern may be cyclists moving downgrade at speed into an area that is heavily trafficked by pedestrians.

At the bike "Y" at the north end there needs to be some sort of bike-bike traffic control.

There needs to be dedicated lanes/traffic flow someone if a cyclist on the street bike path wants to go to the strand bike path.

Consider the area that will be blocked off by the bike path and utilize that in a smart way to minimize the negative perception of losing beach space.

Poured concrete vs piered approach - SLR hazards can become more relevant - Commission sees a design that would be adaptive would be more likely to be considered versus a concrete structure.

SITE 3 – FEEDBACK (2 of 2)

HERMOSA AVE and THE STRAND / 35TH STREET

Direct walkers away from the pike path connection to pedestrian connection at 35th and Hermosa Ave.

Need to consider the fact that this is a highly trafficked crossing and there needs to be a dedicated crossing for pedestrians and foot traffic to the beach (as well as emergency services).

The stairs are challenging for people walking and bikers - it seems like a no brainer to extend the ramp and continue the bike lane.

Increasing accessibility to coastal areas is what Sea Grant supports and any ways to incorporate access to the beach within the design would be favorable.

Biggest concern is intermix of bikes and pedestrian.

Carrying bikes up the stairs can be a big challenge so in favor of the ramp - there is also no wheelchair access so that is a must for this project.

Infiltration in the ramp area would be a great to incorporate into the design.


“Is there city budget for maintenance?”


“Nobody, including Bikers, ever slows down”


MANHATTAN BEACH
35TH STREET
1ST STREET
GOULD AVE
HERMOSA AVE
26TH ST
THE STRAND
HERMOSA BEACH
PIER AVE
SITE 3
35TH ST & HERMOSA AVE
SITE 2
26TH ST & HERMOSA AVE
THE STRAND
HERMOSA AVE
HERONDO ST
REDONDO BEACH
THE STRAND
SITE 1
HERONDO ST & HERMOSA AVE
Google Earth

OVERARCHING GOALS

Preserve public access to coastal resources

Preserve beach areas and visual resources

Preserve recreation economy and culture

Protect structures and visitor serving businesses

Improve water quality and provide enhanced environmental benefits

WHAT WILL THIS PROJECT ADDRESS?

Increasing community resilience to coastal flooding impacts.

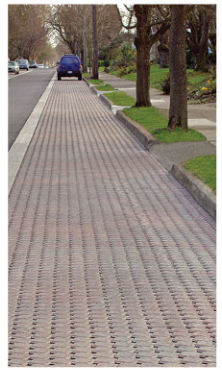
Flooding Caused By Rain Event.

Flooding Caused By Inundation From Seawater

Flooding Caused By Seawater Blocking Stormdrains.

What are the hazards associated with sea level rise for Hermosa Beach?

Flooding caused by rain event. Storm drain networks are overwhelmed.



Infiltration: Curb openings permeable paving lanes

Infiltration: Permeable sidewalk

Urban Greening: Trees and Other Planting

Flooding caused by inundation from seawater. Can be driven by storm events.

Flooding Caused By Seawater
Blocking Stormdrains.

Forward Flow
valve opens easily

Backflow
valve seals tightly

SITE 1
HERMOSA AVE /HERONDO ST to 4TH STREET

- Flooding Drainage Inlet at Existing Condition & SLR 3.3 ft & SLR 6.7 ft
- Flooding Drainage Inlet at SLR 3.3 ft & Existing Condition
- Flooding Drainage Inlet at SLR 6.7 ft
- Non-Flooding Drainage Inlet

Existing Condition

Minor flooding occurs at Hermosa Ave. at 2nd St, due to undersized pipes. The flooding depth varies from 0.5ft to 1.6 ft along the storm drain line.

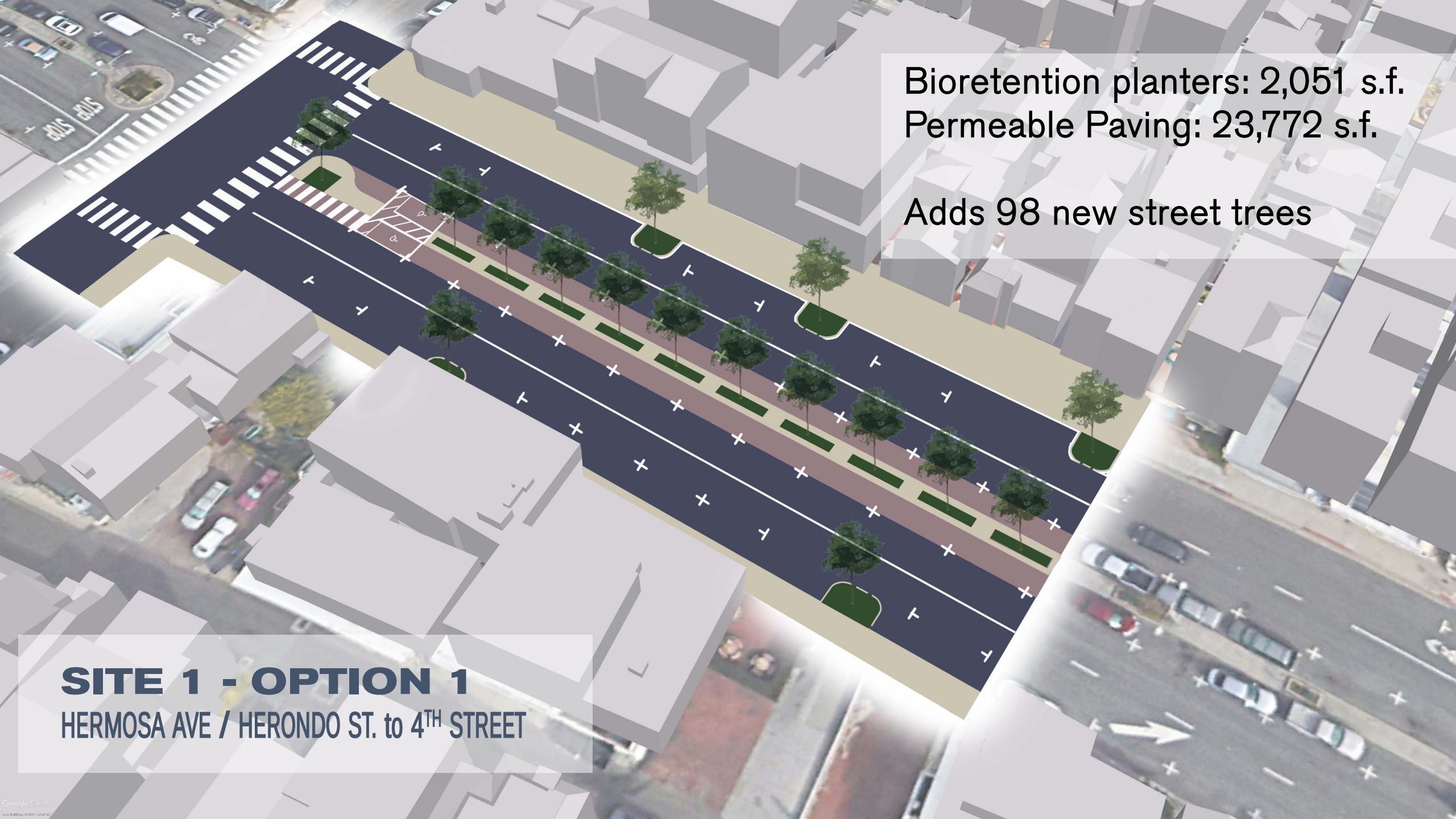
With Sea Level Rise

The flooding depths under +3.3ft SLR increase up to 0.3ft only limited at the upstream of the storm drain line at Hermosa Ave and 2nd St.
The flooding depths under +6.7ft SLR increase up to 2.6 ft, and along the entire storm drain line along Hermosa Ave.
The flooding depths under +16.4ft SLR all increase more than 5ft, and up to 12.3ft at almost all nodes within the storm drain lines.

Predicted street level flood boundary based on the Coastal Storm Modeling System (CoSMoS) Version 3.0, Phase 2 (USGS) model and is for planning purposes only.

SITE 1 - OPTION 1

HERMOSA AVE / HERONDO ST. to 4TH STREET



Bioretention planters: 2,051 s.f.
Permeable Paving: 23,772 s.f.

Adds 98 new street trees

SITE 1 - OPTION 1

HERMOSA AVE / HERONDO ST. to 4TH STREET

Bioretention Planter

With Infiltration

Provides volume reduction

Water quality treatment

Infiltration

Pre-treatment for other systems

Permeable Pavement

Provides volume reduction

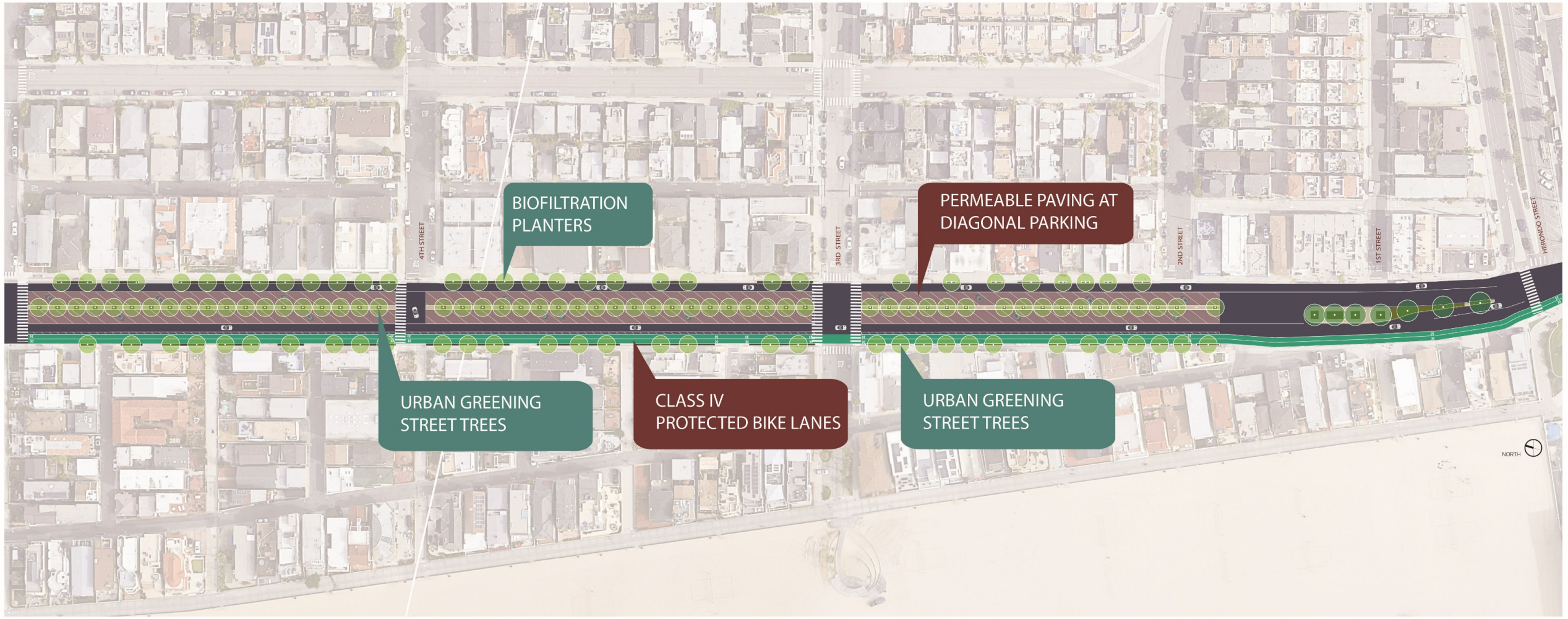
Infiltration

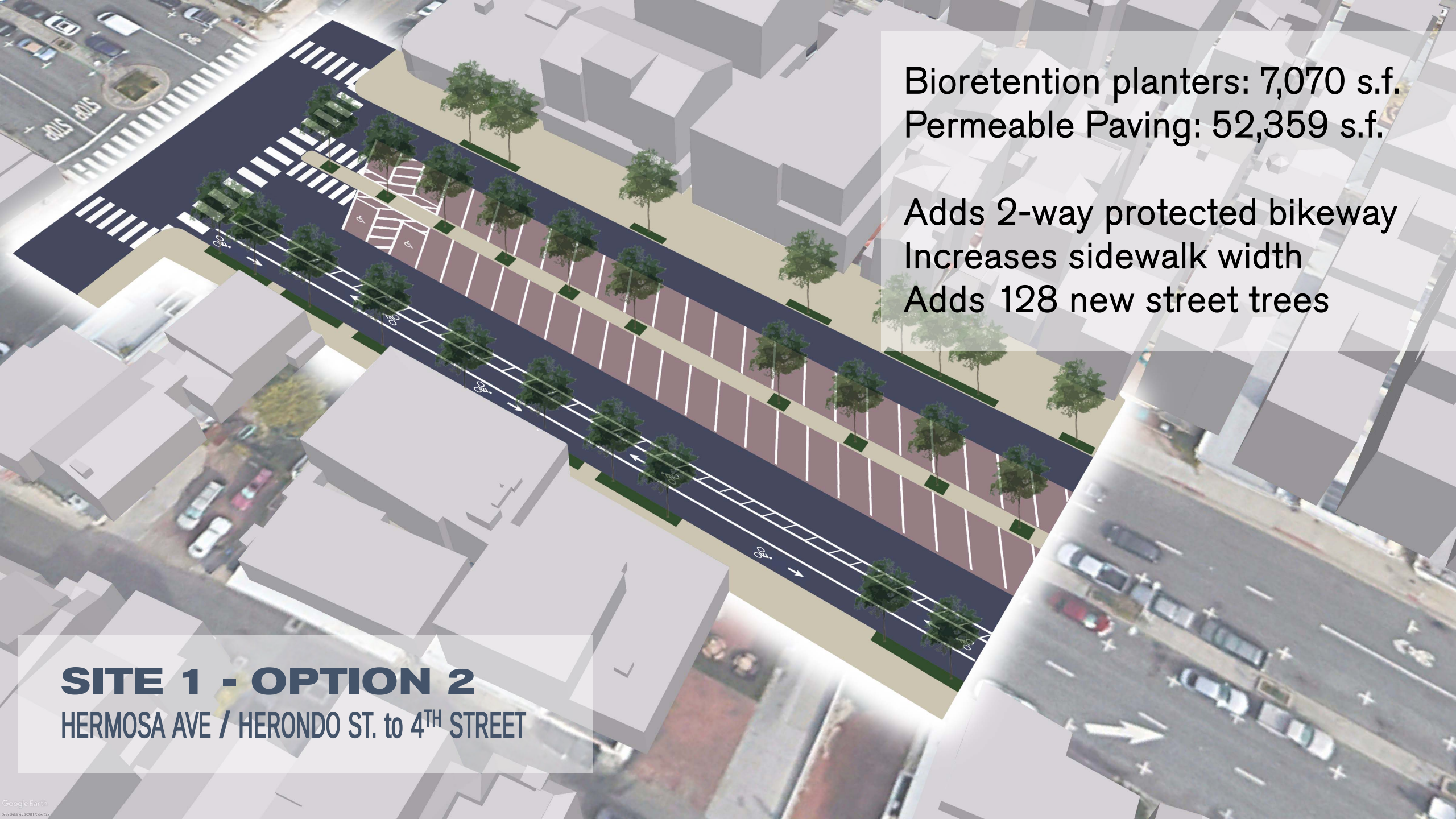
Locate at least 10’ from buildings

Volume reduction limited to smaller tributary area

SITE 1 - OPTION 2

HERMOSA AVE / HERONDO ST. to 4TH STREET





Bioretention planters: 7,070 s.f.
Permeable Paving: 52,359 s.f.

Adds 2-way protected bikeway
Increases sidewalk width
Adds 128 new street trees

SITE 1 - OPTION 2

HERMOSA AVE / HERONDO ST. to 4TH STREET

Additional considerations

SITE 2
26TH & HERMOSA AVE

Flooding Drainage Inlet at Existing Condition & SLR 3.3 ft & SLR 6.7 ft

Non-Flooding Drainage Inlet

Existing Condition

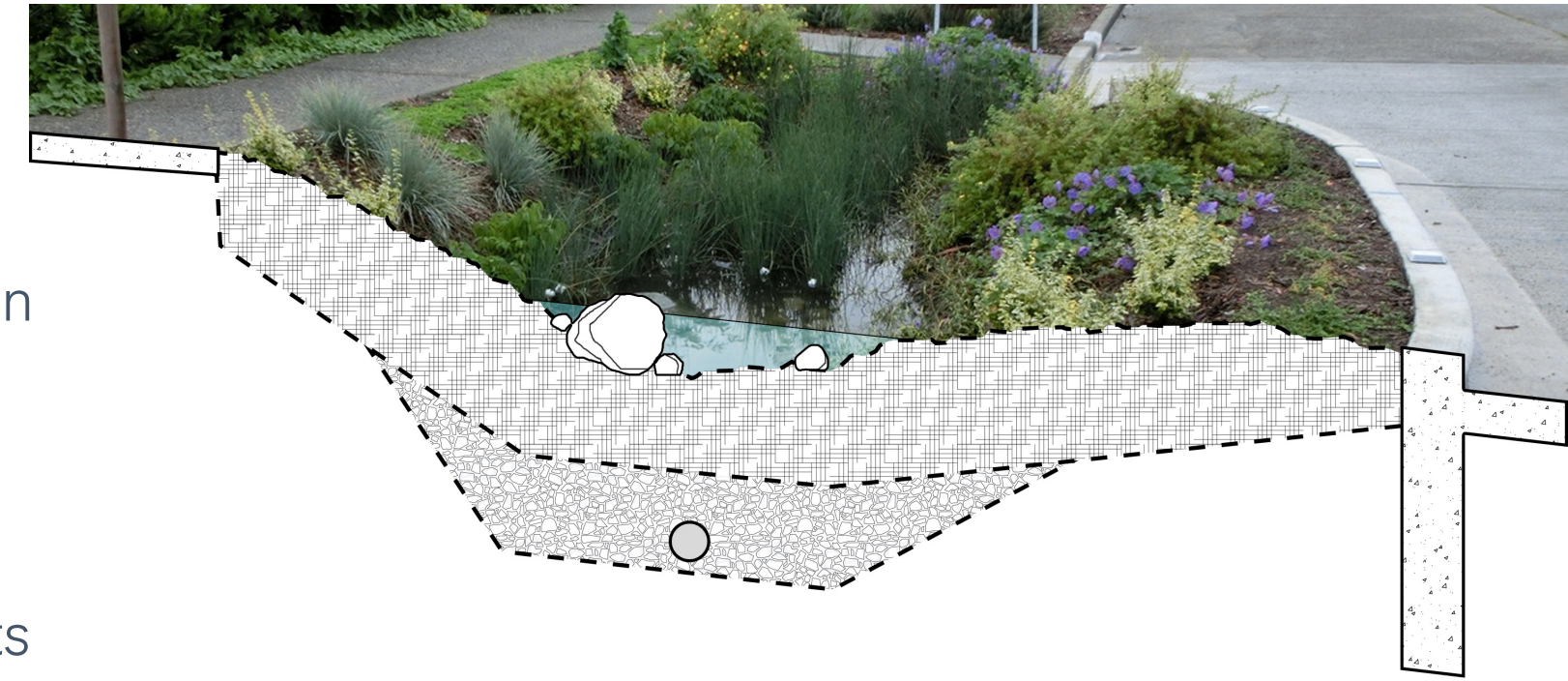
Minor flooding occurs upstream of 26th St- Hermosa Ave at 28th St and 27th.
The flooding depth varies from 0.2ft to 2.4ft along the storm drain line.

With Sea Level Rise

No impact to flood depth under +3.3 ft and +6.7 ft SLR.
Compared to existing condition, the flooding depths under +16.4ft SLR will increase up to 1.3 ft along the storm drain line at Hermosa Ave at 26th St to 28th St.

Predicted street level flood boundary based on the Coastal Storm Modeling System (CoSMoS) Version 3.0, Phase 2 (USGS) model and is for planning purposes only.

Bioretention Basins



Provides volume reduction

Water quality treatment

Infiltration

Large space requirements

Underground Infiltration

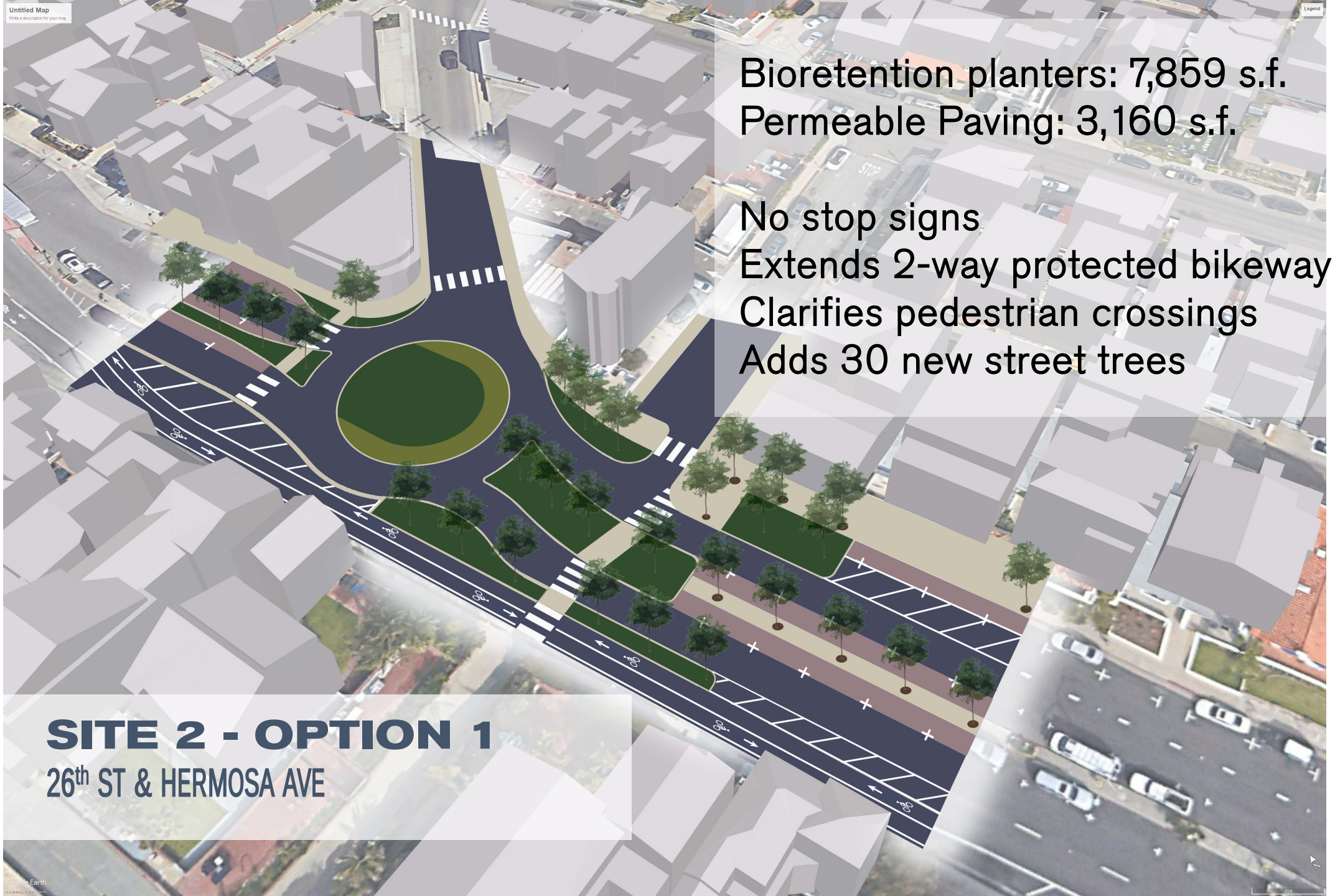
Provides volume reduction

Infiltration

High Volume Capacity

Not seen above ground

Utility conflicts



Bioretention planters: 7,859 s.f.
Permeable Paving: 3,160 s.f.

No stop signs
Extends 2-way protected bikeway
Clarifies pedestrian crossings
Adds 30 new street trees

SITE 2 - OPTION 1

26th ST & HERMOSA AVE

Bioretention planters: 6,766 s.f.
Permeable Paving: 2,605 s.f.

Adds 2-way protected bikeway
Clarifies pedestrian crossings
Adds 39 new street trees

SITE 2 - OPTION 2

26th ST & HERMOSA AVE

Additional considerations

SITE 3
35TH ST & HERMOSA AVE

Flooding Drainage Inlet at Existing Condition & SLR 3.3 ft & SLR 6.7 ft

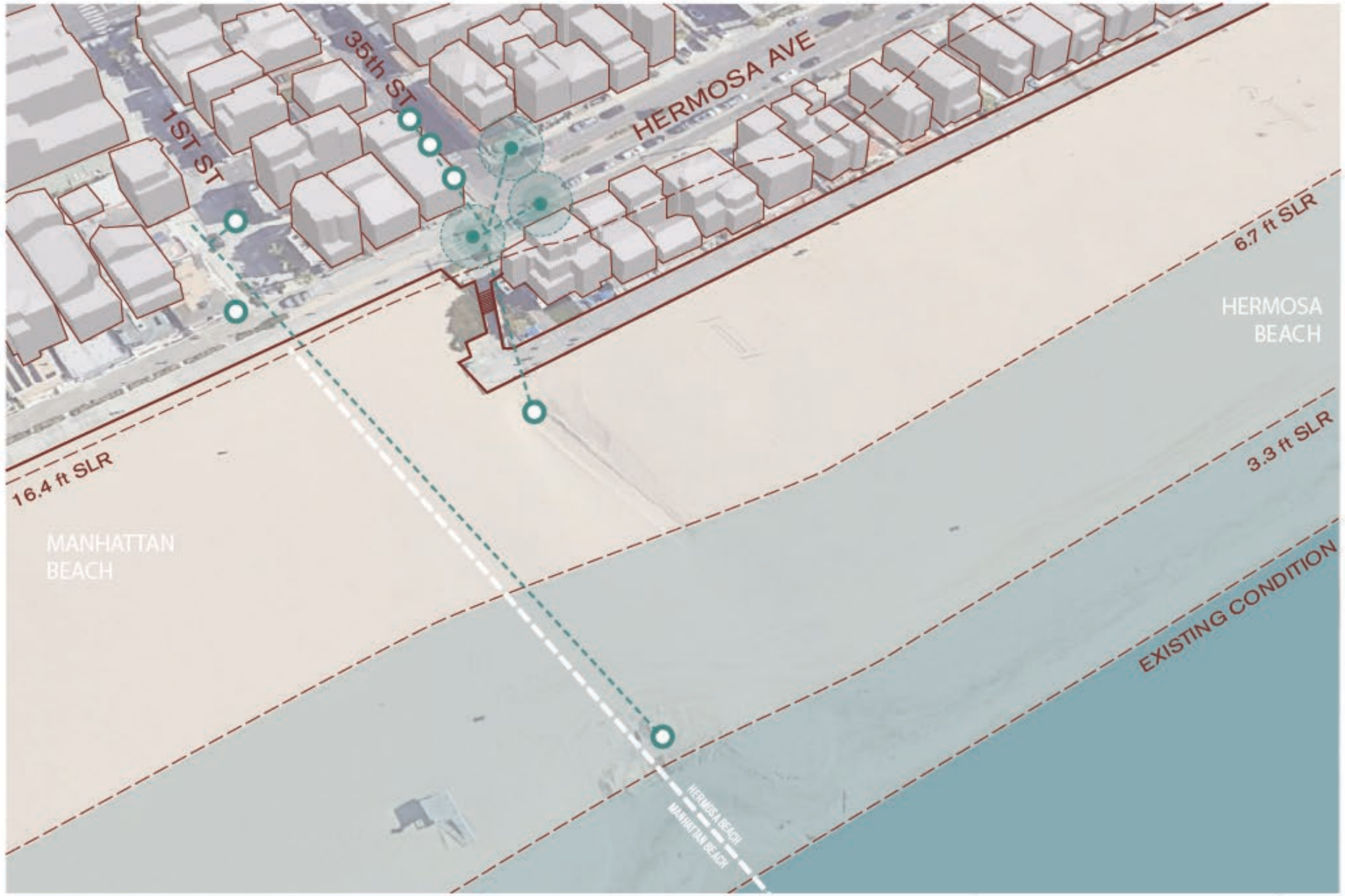
Non-Flooding Drainage Inlet

Existing Condition

Minor flooding occurs at Hermosa Ave. at 35th St.
The flooding depth varies from 0.8ft to 1.1 ft along the storm drain line.

With Sea Level Rise

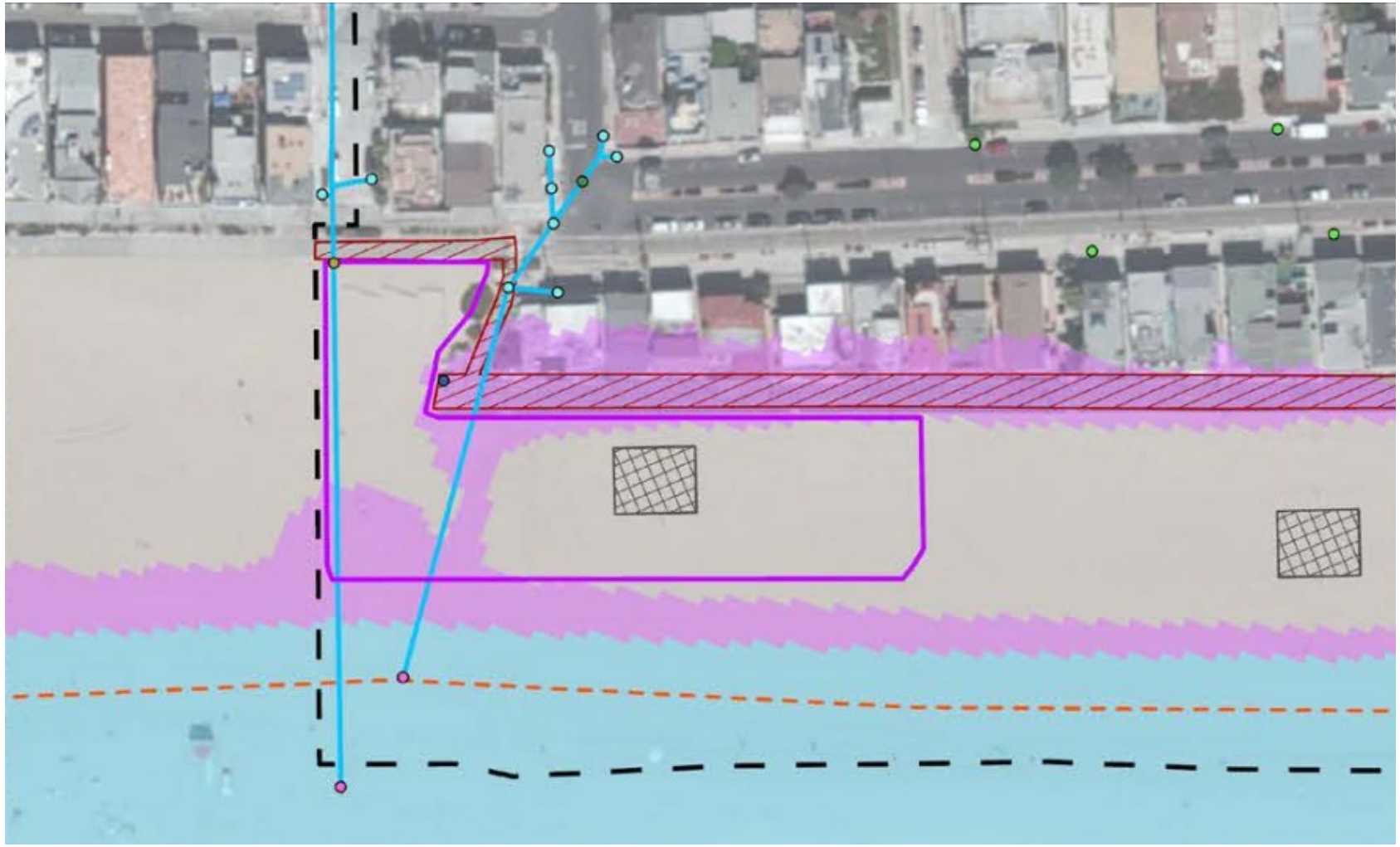
No impact to flood depth under +3.3 ft and +6.7 ft SLR.
Compared to existing condition, the flooding depths under +16.4ft SLR will increase up to 2.0 ft along the storm drain line at 35th St.



Predicted street level flood boundary based on the Coastal Storm Modeling System (CoSMoS) Version 3.0, Phase 2 (USGS) model and is for planning purposes only.

SITE 3 – Flood vulnerability

HERMOSA AVE and THE STRAND / 35TH STREET



Projected tidal inundation, storm flooding, and shoreline position with 6.7 ft SLR.

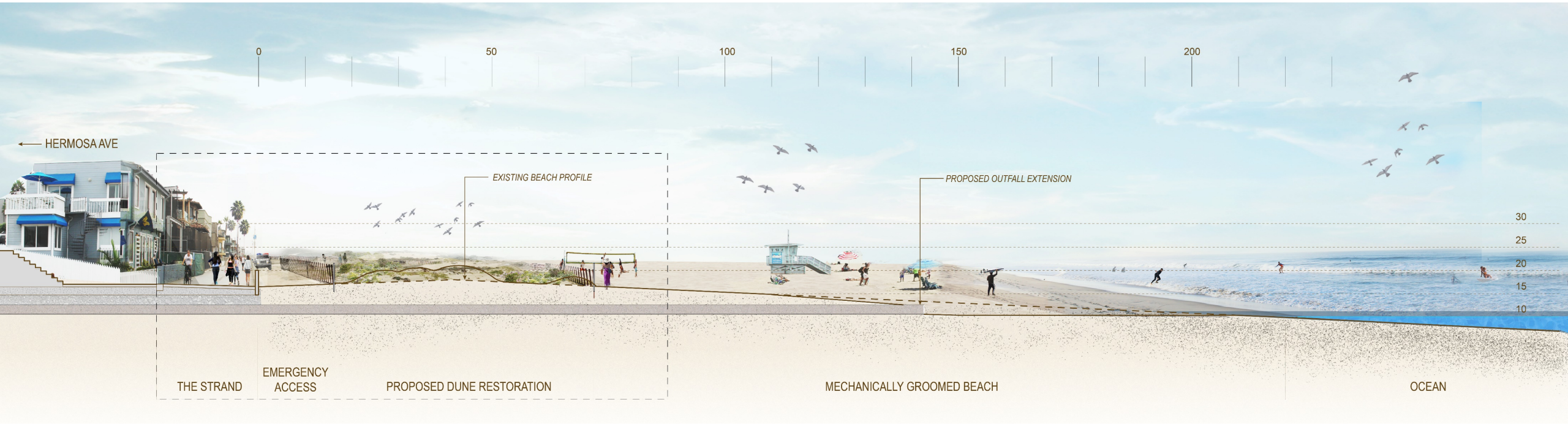

NO DOGS
ON BEACH

SITE 3
35TH ST & HERMOSA AVE

1. Extend pipe and outfall seaward.

2. Pre-build dune mounds and seed to artificially build topography.

3. Install symbolic fencing.

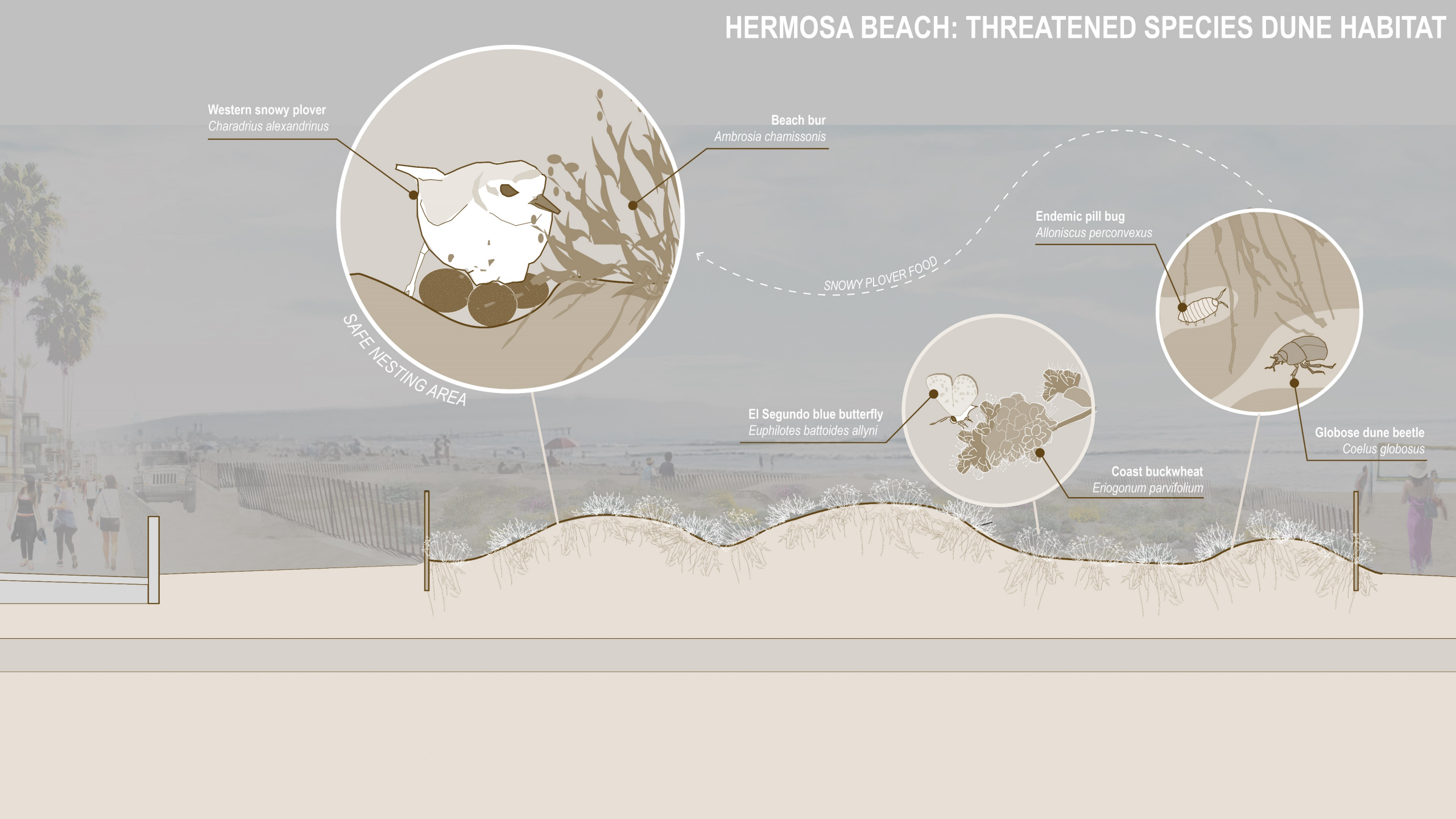

0
50
100
150
200
HERMOSA AVE
EXISTING BEACH PROFILE
PROPOSED OUTFALL EXTENSION
30
25
20
15
10
THE STRAND
EMERGENCY ACCESS
PROPOSED DUNE RESTORATION
MECHANICALLY GROOMED BEACH
OCEAN

THE STRAND

EMERGENCY ACCESS

PROPOSED DUNE RESTORATION

HERMOSA BEACH: THREATENED SPECIES DUNE HABITAT




CH

SITE 3

35TH ST & HERMOSA AVE

OPTION 1 - **MOBILITY HUB**

PLANTING MATERIALS - Mobility hub

Metrosideros excelsa
New Zealand Christmas tree

Pinus torreyana
Torrey pine

Leptosyne (Coreopsis) gigantea
Giant coreopsis

Cistus salvifolia 'Prostratus'
Sageleaf rockrose

Erigonum fasciculatum 'Warriner Lytle'
California buckwheat

Westringia 'Smokey'
Coast rosemary

Salvia 'Pozo Blue'
Gray musk sage

Dianella revoluta 'Little Rev'
Little Rev flax lily

Rosemarinus officinalis 'prostrata'
Prostrate creeping rosemary

Achillea millefolium 'Island Pink'
Pink yarrow

Armeria maritima
Sea thrift

Bulbine frutescens 'Compact Yellow'
Yellow bulbine

Carex glauca
Blue sedge

Erigeron glaucus
Seaside daisy

Dudleya pulverulenta
Chalk dudleya

SITE 3

35TH ST & HERMOSA AVE

OPTION 2 - **NATURAL TRAIL**

PLANTING MATERIALS - Coastal dune

Abronia maritima
Red sand verbena

Ambrosia chamissonis
Beach bur

Atriplex leucophylla
Beach saltbush

Lupinus chamissonis
Silver lupine

Abronia umbellata
Pink sand verbena

Calystegia soldanella
Beach morning glory

Camissoniopsis cheiranthifolia
Beach evening primrose

Eschscholzia californica
California poppy (coastal)

Distichlis spicata
Saltgrass

Calystegia macrostegia
Coast morning glory

Encelia californica
California sunflower

Ericameria ericoides
Mock heather

Erigonum parvifolium
Seacliff buckwheat

Isocoma meniesii
Coast goldenbush

Leptosyne (Coreopsis) gigantea
Giant coreopsis

SITE 3 - OPTION 1

35TH ST & HERMOSA AVE

SITE 3 - OPTION 1

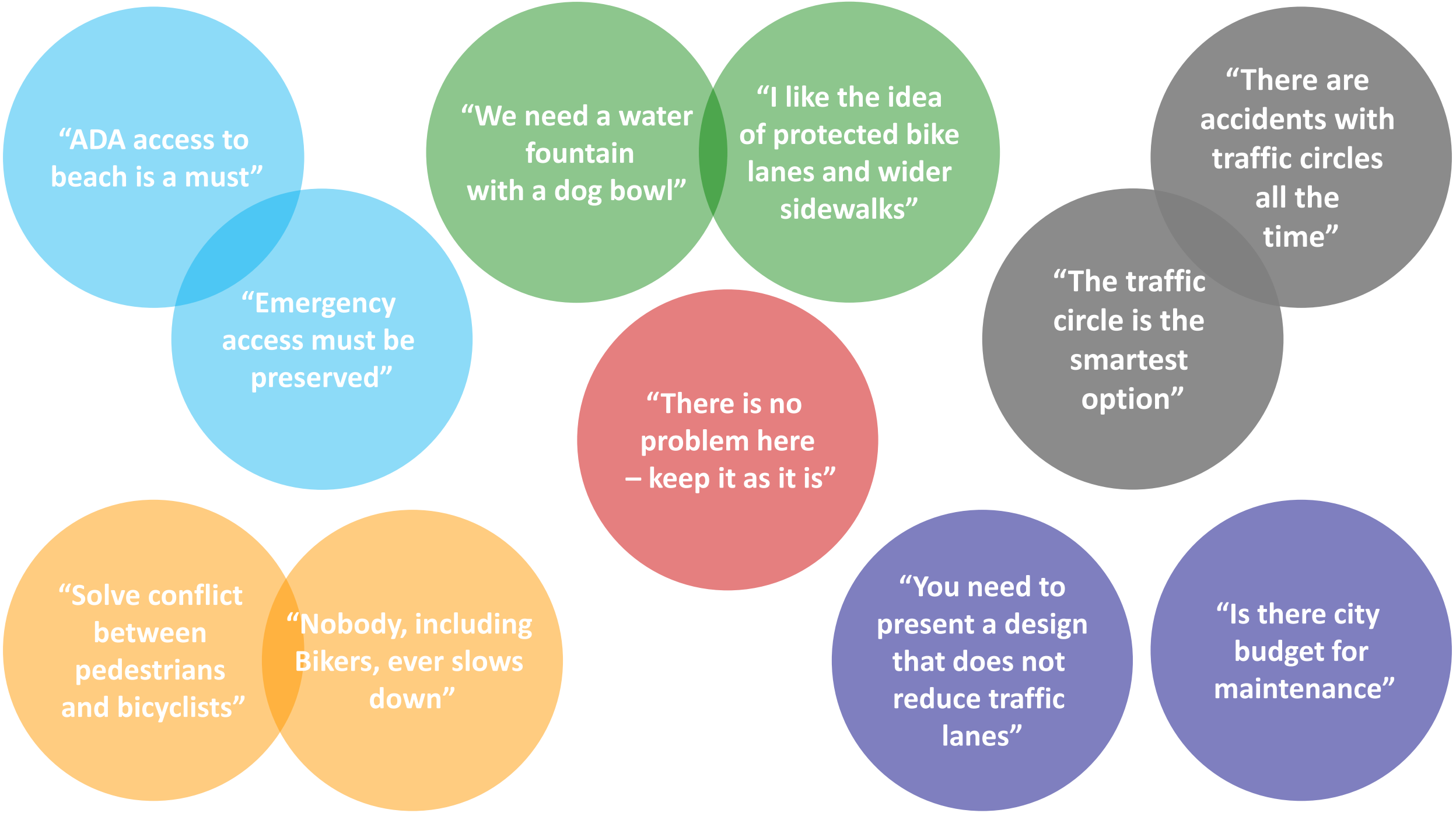
35TH ST & HERMOSA AVE

SITE 3 - OPTION 2

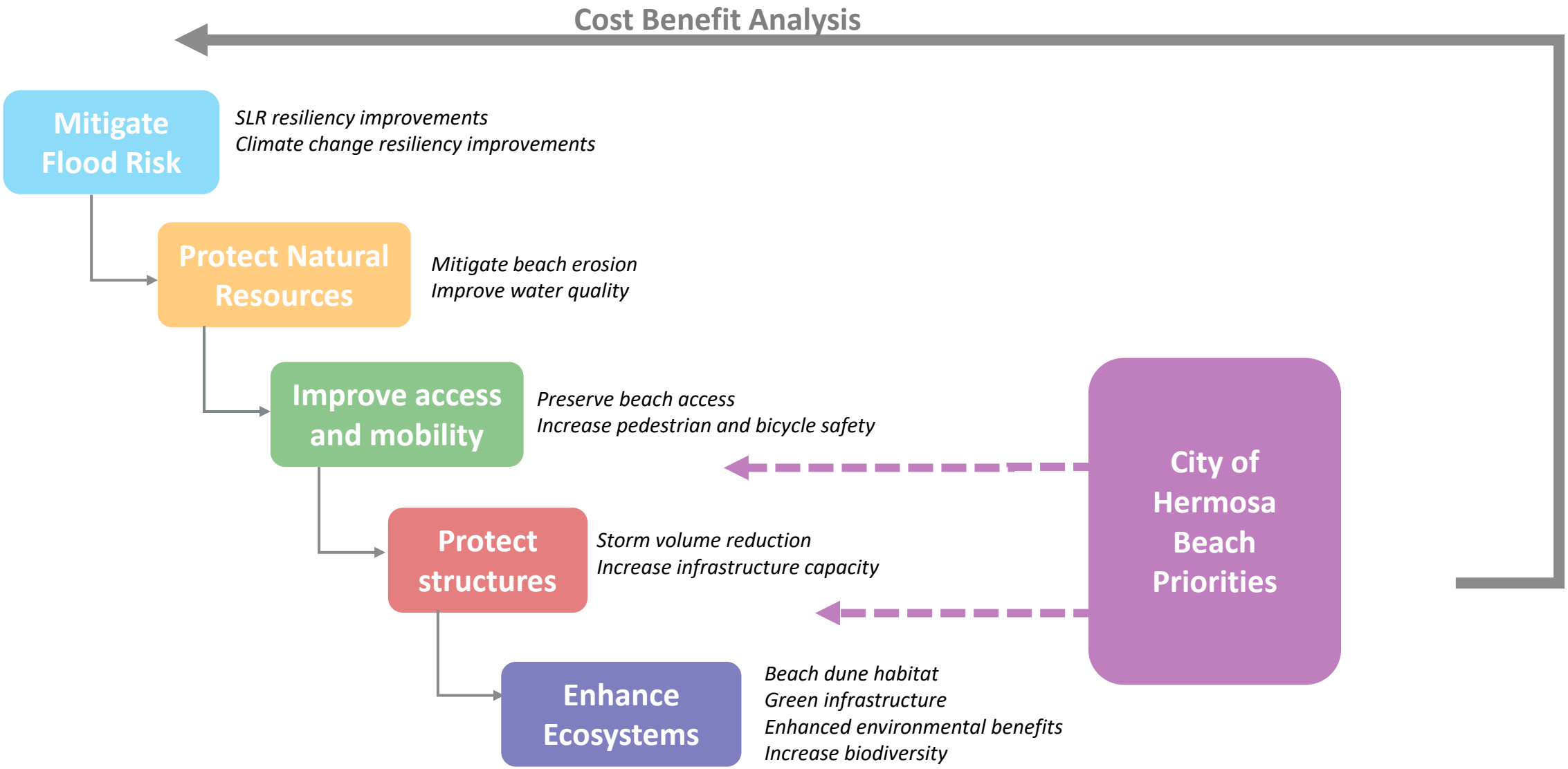
35TH ST & HERMOSA AVE

SITE 3 - OPTION 2

35TH ST & HERMOSA AVE


"ADA access to beach is a must"
"Emergency access must be preserved"
"We need a water fountain with a dog bowl"
"I like the idea of protected bike lanes and wider sidewalks"
"There are accidents with traffic circles all the time"
"The traffic circle is the smartest option"
"There is no problem here – keep it as it is"
"Solve conflict between pedestrians and bicyclists"
"Nobody, including Bikers, ever slows down"
"You need to present a design that does not reduce traffic lanes"
"Is there city budget for maintenance"

RECOMMEDED DECISION-MAKING FACTORS



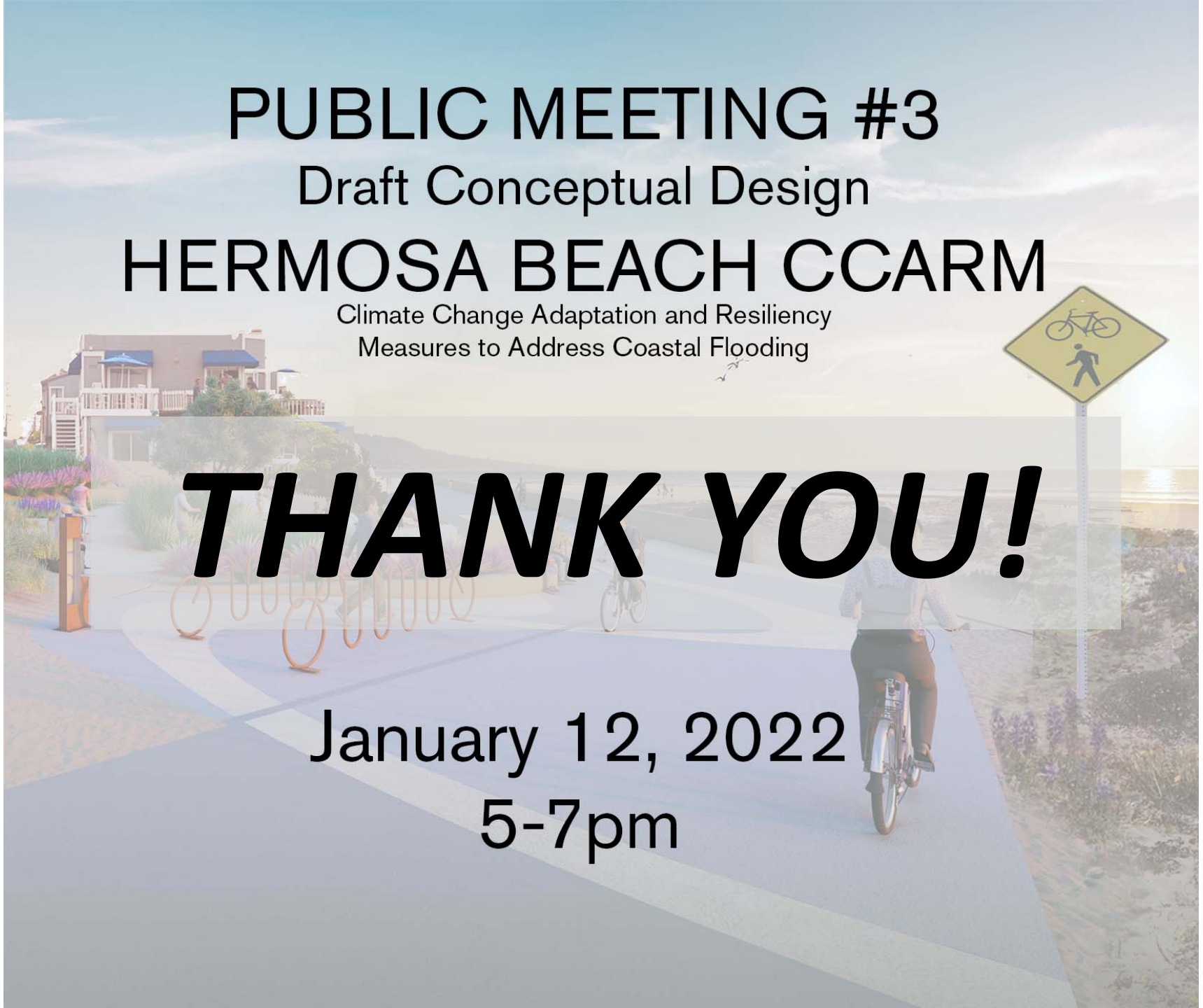
Additional considerations

WHAT ARE THE NEXT STEPS?

Cost Benefit Report – January 2022

Funding Source Report – January 2022

Final Report – February 2022


PUBLIC MEETING #3
Draft Conceptual Design
HERMOSA BEACH CCARM
Climate Change Adaptation and Resiliency
Measures to Address Coastal Flooding
THANK YOU!
January 12, 2022
5-7pm